

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY East Germany

REPORT

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SUBJECT Reconstruction at Stendal Airfield

DATE DISTR.

1 SEP 1967

NO. PAGES 1
REQUIREMENT NO. RD

REFERENCES

PROCESSING COPY

25X1

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DATE OF INFO.

PLACE & DATE ACQ.

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[redacted] report on reconstruction at Stendal airfield. The report gives information under the following headings: (1) Runway Details, (2) Taxiway Details, (3) Hard Standings, (4) Power Cables, (5) New Fuel Installation, and (6) Surface Construction. A sketch showing the features of the runway and associated hard standings is also included.

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Appendix:

Attached as an appendix is a rough sketch plan, not drawn to any scale, showing features of the runway and associated hardstandings.

1.

RUNWAY DETAILS

The replacement of the large number of faults in the main E/W runway has been given the highest priority on the airfield, and to date all but 18 have been completed. These 18 each comprise complete sections, which are being replaced by hand.

The remainder of this 2000-m [REDACTED] runway has been swept clear of debris and will very shortly be completely serviceable.

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2.

TAXIWAY DETAILS

(a) The parallel northern taxiway has been completed, with the exception of a strip approximately 100 m [REDACTED] in length. This taxiway is 14 metres in width and consists of four strips, each 3.5 m [REDACTED] width, all sections being locked longitudinally by metal rods. The concrete is mostly 18 cms in thickness, but as in the main runway, in places has a thickness of 20 cms.

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(b) A total of four transverse taxiways, each having a uniform width [REDACTED] has been completed, the taxiways being equally spaced approximately 180 m [REDACTED] at each end of the runway. Each of these transverse taxiways has an identical extensive fillet adjoining each end. There are no signs of a fifth transverse taxiway being laid down and the area contained between the runway/taxiway and the two inner transverse taxiways has been levelled off, and in places where the surface has been disturbed is being sown with grass.

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3.

HARDSTANDINGS

(a) The [REDACTED] hardstanding [REDACTED] located at the western end of the parallel taxiway, has been completed. It is difficult to ascertain at present the final shape of the two ends, as [REDACTED] are covered over in parts with matting. The digging out of the bordering gully which is at present being undertaken has resulted in quantities of spoil being heaped around. This breaks up the entire outline of the area (see sketch at appendix).

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[REDACTED] the corresponding position at the eastern end of the taxiway gives the impression that a similar hardstanding of approximately equal proportions is about to be constructed there.

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(b) The site of the [redacted] hardstanding located [redacted] north of the parallel taxiway is being prepared, ready for concreting. This excavation is approximately 40 cms in depth and has an overall length of approximately 950 m. [redacted] The western end terminates at the roadway [redacted]. At this point a new taxiway/roadway [redacted] is being laid down in a westerly direction - final length is unknown. The exact site and dimensions of the connecting lanes extending between this hardstanding and the parallel taxiway is at present hard to define. It will be possible to ascertain this when the concreting commences and the number of intervening sections can be counted. An underground storm water soak-away is being constructed around the entire [redacted] hardstanding, and a series of pipes is being laid underground, identical to the system bordering the entire main runway. The southern pipeline bordering this hardstanding lies further back than the others and is [redacted] north of the edge of the [redacted] (possible hardstanding) area adjoining the eastern end of the parallel taxiway. The storm water from this hardstanding is to be fed away into the common soak-away adjoining the SE corner of the runway (for approximate position see sketch attached). Construction of this main hardstanding and associated taxiways is about to commence and the guide rails for the concrete-laying machines have been laid.

4.

POWER CABLES

(a) Two pipelines, each having a diameter of approximately 10 cms., have been laid through the two westerly transverse taxiways - [redacted] up from the runway. It is not known whether there are similar pipes in a corresponding position in the easterly transverse taxiways. A power cable of 15,000 volts extending along the eastern perimeter of the airfield has recently been disturbed during excavation for the pipelines in the storm water outlet system.

(b) There is a permanent, brick-built transformer located at approximately [redacted] the main material storage and mixing site. This transformer is linked to two single, underground power cables of unknown capacity, which extend across the airfield. One crosses approximately midway along the runway/taxiway, terminating on the southern side of the runway. There is no building at present anywhere near the terminal of this cable. The other power cable leads off in a SEly direction, again crossing under the runway and taxiway, passing out of the airfield perimeter in the direction of STENDAL.

5.

NEW FUEL INSTALLATION

The new fuel installation is to be constructed on the site of the existing material storage/mixing site located [redacted] where the cement storage shed and adjoining material storage sheds all have very solid concrete bases. As soon as the construction of the new hard-standing and its associated taxiways has been completed (estimated for the end of September) the cement storage shed is to be dismantled.

The firm K.B.U. STENDAL is scheduled to commence the construction of this new fuel depot as soon as the site has been cleared. The permanent airfield rail spur which formerly terminated at this mixing point has been extended further SEwards and terminated at [redacted] where there is a series of sidings and adjoining ramps. More details of this final portion of the rail spur will be obtained as soon as possible.

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6.

SURFACE CONSTRUCTION

- (a) An extensive surface construction programme is scheduled to commence on and around the existing technical site bordering the northern perimeter of the airfield landing area. The two main hangars at present used by the BAU UNION BRANDENBURG are shortly to be cleared completely of all materials and equipment. Complete renovation of these two hangars is scheduled to take place - the two overhead cranes extending along both roofs have already been completely overhauled. The nature of the building programme and the contracting firms concerned is not as yet known, but it is definitely not being undertaken by the BAU UNION BRANDENBURG. There are rumours that the BAU UNION BERLIN will be one of the contractors concerned.
- (b) No further development of the excavation adjoining the main entrance in the NE corner of the airfield has taken place. There are still no signs of any building materials in the vicinity which would indicate the nature of any proposed construction at this point.
- (c) An inspection of the wooded area adjoining the NW perimeter of the airfield on the roadway to the village of PEULINGEN has shown it to be inactive and there are no signs of any new construction in the immediate vicinity.

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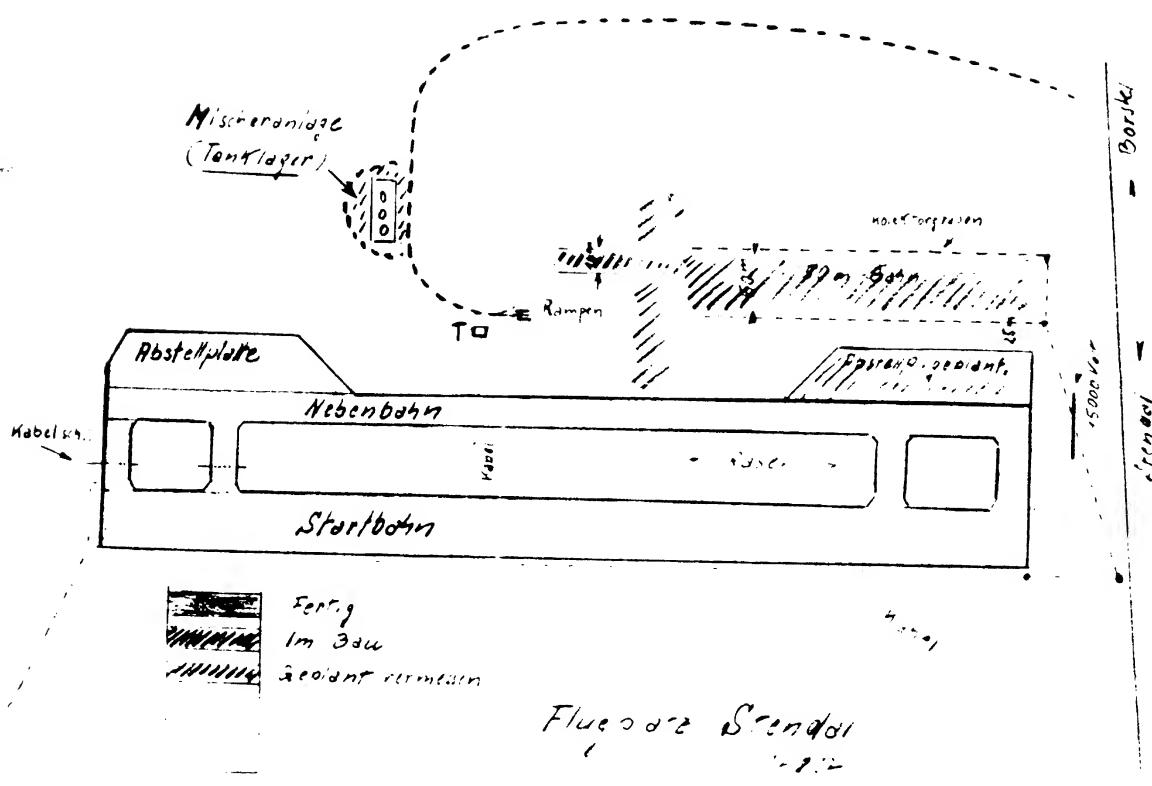
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